

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report
18

Charles City County

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Charles City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Charles City County																	
5	4.34	1400	F	From:	Henrico County Line					F	0.095	F	0.715	1400	F	2002	
				To:	SR 156 E Int												
5	3.69	2600	F	From:	18-609					F	0.088	F	0.556	2600	F	2002	
				To:	SR 155 Charles City CH												
5	5.68	2300	F	From:	18-632					C	0.092	F	0.535	2300	F	2002	
				To:	James City County Line, Chickahominy Bridge												
106 156	1.31	3900	F	From:	Prince George County Line					F	0.09	F	0.505	3900	F	2002	
				To:	SR 5; SR 156 Tyler Memorial Hwy												
106	Roxbury Rd	6.67	2000	F	80%	0%	2%	3%	15%	0%	C	0.089	F	0.519	2000	F	2002
				From:	18-656 Bradley Rd												
106	Roxbury Rd	3.13	2500	F	75%	1%	1%	4%	19%	0%	C	0.084	F	0.514	2500	F	2002
				To:	New Kent County Line												
New Kent County																	
106	Roxbury Rd	0.43	2500	N	75%	1%	1%	4%	19%	0%	N	0.084	N	0.514	2500	N	2002
				To:	New Kent County Line												
Charles City County																	
155	3.67	1800	F	From:	SR 5 Charles City CH					F	0.081	F	0.574	1800	F	2002	
				To:	18-612												
155	2.75	3200	F	From:	New Kent County Line					C	0.078	F	0.608	3200	F	2002	
				To:	Prince George County Line												
156	1.31	3900	F	From:	E SR 5					F	0.09	F	0.505	3900	F	2002	
				To:	Henrico County Line												
600	0.40	1300	R	From:	Henrico County Line					NA	NA	NA	NA	1999			
				To:	18-603												
600	2.28	310	R	From:	18-622					NA	NA	NA	NA	1999			
				To:	SR 106												
601	0.40	70	R	From:	Dead End					NA	NA	NA	02/27/2002				
				To:	18-615												
602	1.03	1200	F	From:	SR 155					F	0.108	F	0.513	1200	F	2002	
				To:	1.03 MW SR 155												
602	1.65	1300	F	From:	18-618					F	0.107	F	0.502	1300	F	2002	
				To:	18-630												
602	2.18	1400	F	From:	18-609					C	0.101	F	0.75	1700	F	2002	
				To:	18-609												

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						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
603	1.96	480	R	From:	18-609						NA			NA		1999
				To:	SR 106											
603	2.14	1000	R	From:	18-600						NA			NA		1999
				To:	SR 106											
604	2.60	240	R	From:	SR 5						NA			NA		1999
				To:	Henrico County Line											
606	0.30	50	R	From:	SR 5						NA			NA		1999
				To:	Henrico County Line											
607	0.87	830	F	96%	1%	1%	0%	1%	0%	F	0.116	F	0.77	840	F	2002
				To:	SR 106											
607	0.27	1200	F	96%	1%	1%	0%	1%	0%	F	0.098	F	0.615	1200	F	2002
				To:	18-658											
607	0.57	990	F	96%	1%	1%	0%	1%	0%	C	0.099	F	0.636	1000	F	2002
				To:	18-639											
607	1.07	700	F	96%	1%	1%	0%	1%	0%	F	0.116	F	0.615	700	F	2002
				To:	18-642											
607	1.18	570	F	96%	1%	1%	0%	1%	0%	F	0.091	F	0.638	570	F	2002
				To:	18-609 NORTH											
607	2.34	500	F	96%	1%	1%	0%	1%	0%	F	0.108	F	0.558	500	F	2002
				To:	18-609 SOUTH											
607	0.85	660	F	96%	1%	1%	0%	1%	0%	F	0.115	F	0.534	660	F	2002
				To:	18-618											
608	1.59	180	R	From:	Dead End						NA			NA		1999
				To:	SR 5											
609	0.46	550	F	97%	0%	1%	1%	1%	0%	F	0.097	F	0.615	560	F	2002
				To:	18-637											
609	1.06	510	F	97%	0%	1%	1%	1%	0%	F	0.102	F	0.529	510	F	2002
				To:	18-625											
609	0.70	560	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.518	560	F	2002
				To:	18-607 SOUTH											
609	0.69	480	F	97%	0%	1%	1%	1%	0%	F	0.108	F	0.618	480	F	2002
				To:	18-607 NORTH											
609	3.51	690	R	From:							NA		NA		02/27/2002	
				To:	18-602											
609	1.14	1800	F	97%	0%	1%	1%	1%	0%	C	0.103	F	0.767	1800	F	2002
				To:	18-603											
609	0.89	1400	F	97%	0%	1%	1%	1%	0%	F	0.106	F	0.715	1400	F	2002
				To:	18-631											
609	0.05	1600	F	97%	0%	1%	1%	1%	0%	F	0.101	F	0.763	1600	F	2002
				To:	0.05 MN 18-631											
609	1.70	2000	G	97%	0%	1%	1%	1%	0%	F	NA			2000	G	2002
				To:	SR 106											
610	1.82	380	R	From:	Dead End						NA			NA		1999
				To:	SR 155											

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						2Axle	3+Axle	1Trail	2Trail								
Charles City County																	
611	0.25	70	R	From	18-630						NA			NA		02/27/2002	
				To	Dead End												
612	0.80	120	R	From	Dead End						NA			NA		02/27/2002	
				To	18-615												
612	0.97	240	R	From	18-646						NA			NA		1999	
612	1.00	660	R	To	18-646						NA			NA		1999	
				To	SR 155												
613	1.30	100	R	From	Dead End						NA			NA		02/27/2002	
				To	1.30 MN Dead End												
613	2.11	230	R	From							NA			NA		02/27/2002	
				To	18-623												
613	3.50	330	R	From							NA			NA		1999	
				To	SR 5												
614	1.33	80	R	From	Dead End						NA			NA		02/27/2002	
				To	SR 5												
614	3.60	420	R	From							NA			NA		1999	
614	3.93	840	G	From	92%	1%	3%	2%	2%	0%	C	NA		840	G	2002	
614	0.18	60	R	To	SR 155						NA			NA		1999	
				To	Dead End												
615	2.20	740	R	From	SR 5						NA			NA		1999	
				To	18-612												
615	0.90	730	R	From							NA			NA		1999	
615	1.50	480	R	To	18-626						NA			NA		1999	
				From	18-614												
615	5.37	680	R	From							NA			NA		1999	
				To	18-623												
616	0.30	20	R	From	SR 5						NA			NA		02/27/2002	
				To	Dead End												
617	2.10	130	R	From	SR 106						NA			NA		1999	
				To	Dead End												
618	1.18	100	R	From	Dead End						NA			NA		1999	
				To	SR 5 EAST												
618	3.40	220	R	From	SR 5 WEST						NA			NA		1999	
618	0.49	1200	F	To	18-607						F	0.09	F	0.518	1200	F	2002
				From	97%	1%	0%	1%	1%	0%							
618	1.41	1700	F	From	97%	1%	0%	1%	1%	0%	C	0.105	F	0.531	1700	F	2002
				To	18-654						F	0.097	F	0.5	1000	F	2002
618	0.74	1000	F	From	97%	1%	0%	1%	1%	0%							
				To	18-631												

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						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
618	0.95	1000	F	From:	18-631				F	0.083	F	0.523	1000	F	2002	
				To:	18-629											
618	2.00	990	F	From:	18-629				F	0.085	F	0.691	990	F	2002	
				To:	New Kent County Line											
619	2.56	250	R	From:	Dead End					NA			NA		1999	
				To:	18-638											
619	0.91	980	R	From:	SR 5					NA			NA		1999	
				To:	18-609											
620	2.51	420	R	From:	18-609					NA			NA		1999	
				To:	18-618											
621	0.50	49	R	From:	Dead End					NA			NA		02/27/2002	
				To:	0.50 MW Dead End											
621	2.00	100	R	From:	18-623					NA			NA		1999	
				To:	SR 106											
622	0.98	120	R	From:	18-600					NA			NA		1999	
				To:	18-613											
623	2.67	320	R	From:	SR 5					NA			NA		1999	
				To:	18-621											
623	4.17	670	R	From:	18-615					NA			NA		1999	
				To:	1.00 MN 18-615											
623	1.19	380	R	From:	Dead End					NA			NA		02/27/2002	
				To:	18-615 WEST											
623	1.00	130	R	From:	18-615 EAST					NA			NA		1999	
				To:	18-658											
624	3.10	160	R	From:	18-609					NA			NA		1999	
				To:	Dead End											
625	2.35	270	R	From:	0.50 MN Dead End					NA			NA		02/27/2002	
				To:	18-615											
626	1.00	420	R	From:	18-623					NA			NA		1999	
				To:	Dead End											
627	1.80	320	R	From:	Dead End					NA			NA		1999	
				To:	18-644											
628	0.04	280	R	From:	0.26 MW 18-618					NA			NA		02/27/2002	
				To:	Dead End											
629	0.46	40	R	From:	18-602					NA			NA		1999	
				To:	18-611											

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Charles City County																
630	1.07	400	R	From:	18-611						NA			NA		1999
				To:	18-631											
631	0.60	760	R	From:	18-618						NA			NA		1999
				To:	18-630											
631	3.20	320	R	From:	18-630						NA			NA		1999
				To:	18-609											
632	1.00	46	R	From:	Dead End						NA			NA		02/27/2002
				To:	SR 5											
633	0.25	210	R	From:	Dead End						NA			NA		1999
				To:	18-640											
634	0.16	160	R	From:	Dead End						NA			NA		1999
				To:	SR 155											
635	0.50	260	R	From:	18-620						NA			NA		1999
				To:	Dead End											
636	0.65	210	R	From:	SR 5						NA			NA		1999
				To:	Dead End											
637	0.50	110	R	From:	19-609						NA			NA		1999
				To:	Dead End											
638	0.66	230	R	From:	18-619						NA			NA		1999
				To:	Dead End											
639	1.00	310	R	From:	Dead End						NA			NA		1999
				To:	18-607											
640	0.06	140	R	From:	SR 5 WEST						NA			NA		1999
				To:	18-633											
640	0.10	120	R	From:	18-633						NA			NA		1999
				To:	SR 5 EAST											
641	1.50	400	R	From:	Dead End						NA			NA		1999
				To:	18-607											
642	0.73	170	R	From:	Dead End						NA			NA		1999
				To:	18-607											
643	0.02	100	R	From:	18-644						NA			NA		1999
				To:	SR 5											
644	0.31	230	R	From:	SR 5 WEST						NA			NA		1999
				To:	18-628											
644	0.14	920	R	From:	18-628						NA			NA		1999
				To:	SR 5 EAST											
645	0.17	80	R	From:	Dead End						NA			NA		02/27/2002
				To:	SR 5											

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						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
646	0.20	40	R	From:	18-612						NA			NA		02/27/2002
				To:	Dead End											
647	0.43	160	R	From:	18-618						NA			NA		1999
				To:	Dead End											
648	0.30	30	R	From:	Dead End						NA			NA		02/27/2002
				To:	18-607											
649	0.51	70	R	From:	18-618						NA			NA		02/27/2002
				To:	Dead End											
650	3.20	370	R	From:	SR 106						NA			NA		1999
				To:	18-609											
651	0.20	20	R	From:	SR 155						NA			NA		02/27/2002
				To:	Dead End											
652	0.31	40	R	From:	Dead End						NA			NA		1999
				To:	SR 106											
653	0.12	400	R	From:	18-609						NA			NA		1999
				To:	18-603											
654	0.40	60	R	From:	18-618						NA			NA		1999
				To:	0.40 ME 18-618											
654	0.60	9	R	From:	18-650						NA			NA		02/27/2002
				To:	Dead End											
655	0.35	60	R	From:	18-650						NA			NA		02/27/2002
				To:	Dead End											
656	0.10	160	R	From:	SR 106						NA			NA		1999
				To:	18-603											
658	3.10	230	R	From:	SR 5						NA			NA		1999
				To:	18-607											
659	1.01	130	R	From:	Dead End						NA			NA		1999
				To:	SR 5											
660	0.32	230	R	From:	Dead End						NA			NA		1999
				To:	SR 155											
661	0.46	150	R	From:	18-604 NORTH						NA			NA		1999
				To:	18-604 SOUTH											
662	0.05	80	R	From:	18-612						NA			NA		1999
				To:	Dead End											
663	0.11	40	R	From:	Dead End						NA			NA		1999
				To:	18-607											
664	0.45	310	R	From:	SR 106 SOUTH						NA			NA		02/27/2002
				To:	SR 106 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
665	0.18	90	R	From	SR 5						NA			NA		02/27/2002
				To	Dead End											
666	0.54	140	R	From	Dead End						NA			NA		02/27/2002
				To	18-603											
667	0.22	370	R	From	18-664						NA			NA		02/27/2002
				To	Dead End											
670	0.19	160	R	From	Dead End						NA			NA		02/27/2002
				To	18-609											
675	0.21	60	R	From	Cul-de-Sac						NA			NA		1999
				To	18-610											
680	0.42	90	R	From	Cul-de-Sac						NA			NA		1999
				To	18-603											
803	0.50	140	R	From	Dead End						NA			NA		02/27/2002
				To	18-603											
9088	0.05	50	R	From	18-644						NA			NA		1999
				To	0.05 ME 18-644											
9088	0.06	20	R	From	18-643; 18-644						NA			NA		1999
				To	18-615											
9089	0.06	310	R	From	18-615						NA			NA		1992
				To	Charles City High School											
9476	0.02	210	R	From	18-602						NA			NA		1992
				To	0.02 MS 18-602											
9476	0.07	210	R	From	18-609						NA			NA		1992
				To	Charles City Primary School											
9671	0.10	210	R	From	18-609						NA			NA		1992
				To	Charles City Elem School											